

Feats of Strength Performed by Motorman

If there is any man in this country who has reason to believe that Motorman Frank L. Greene of the Broadway-Columbus avenue line, New York, should be separated from his self-given title of champion lightweight strong man of the United States he is yet to be heard from. Motorman Greene has been waiting three years now for a rival claimant of the title to show up, but none has appeared.

With as little ado as possible he has been comparing his record with those held by other strong men, only to discover in the end that he outclasses them all. He thinks, however, that there may possibly be some chap in the backwoods whose prowess has won for him the same title. If such be the case Motorman Greene wants to meet this chap and decide once and for all who's who and why.

"It's this way," says he in his mild manner. "I'm not the kind to strut around like a peacock. I'm just an ordinary working man, as you see, working 12 hours a day and indulging in a little strong play on the side. Every man I've met is proud of his strength, and I'm particularly proud of mine, although I'm not all puffed up about it."

Naturally endowed with a strong frame, although not a large one, and well knit muscles, Motorman Greene as a boy had a fine foundation upon which to build a powerful physique. He was born in the village of Eddington, Me., 37 years ago, and later moved to Holden Center, where his father and mother still live. Cutting logs in the Maine woods and living outdoors the year round gave him his strength.

He went into the lumber camps when a young boy, and hard work with the saw and axe soon gave him a physical development which won him praise among the woodsmen. He believes that

one of the secrets of his strength is the fact that he has taken good care of himself, and that he is temperate in all things, not using either tobacco or liquor in any form.

Each year he makes it a point to spend a portion of his vacation with the old folks at Holden Center. Last fall while on one of his periodical visits he treated the townspeople to a few exhibitions of his strength, which drew the residents for miles around. In one feat he matched his strength against that of a heavy work horse and held the animal in its tracks. In another event he lifted clear of the ground a horse and two men, the combined weight being 1,850 pounds.

This latter feat required the erection of a special staging. Greene stood upon a platform and grasping a bar attached to the end of a chain which was passed down around the load he gradually lifted the horse and two men off the ground. Whenever Greene goes to Holden Center he gets a rousing welcome. As he expresses it, "They all gather around to see what Henry Green's son from New York is to do next." Nevertheless, it's mainly for Holden Center and his father and mother that Motorman Greene wants to get his strong man title.

"That's the only reason I want the title—to please the folks back home," he says. "You know how it is in those small country towns—how every one talks about the sons and daughters in the big cities. Well, you can imagine how proud Dad would be to saunter down street some day and say to the old graybeards around the postoffice, 'Well, boys, you didn't think you'd live to see the day when old Henry Greene would be the father of the champion lightweight strong man of the United States, did ye? Yep, just heard this morning my son Frank's been awarded the title.' That would tickle him to death."

Before coming to New York Greene was a conductor for five years on the Boston cars. One night he was lifting nearly a ton of dead weight in the Chelsea Young Men's Christian Association when the floor began to crack and sway under him. It was only through extreme dexterity in releasing and shifting the weight that he prevented an accident.

In Boston Greene arranged a meeting with Norman Taylor, a well known professional weight lifter of Waltham, Mass., and the Waltham man was obliged to hand over the palm to his opponent after the evening's work. Greene lifted a dead weight of 2,035 pounds, composed of five casks of sand weighing 1,500 pounds, two iron dumbbells weighing 100 and 225 pounds and a man weighing about 150 pounds.

While off duty in New York Greene has taken part in a number of informal contests at the rooms of the New York Railways Association. At one of these contests he lifted 14 fellow workmen, whose combined weights were estimated to be 2,256 pounds. After performing this test he lifted a car wheel with his teeth. These strong stunts, as Greene calls them, won him the admiration of his fellow workers and they have repeatedly urged him to compete with some of the professional heavy weight lifters.

Another feat of Greene's is to lie on his back and raise himself to a sitting position, carrying with him a 60-pound dumbbell under his head. That this is no ordinary feat may be judged from the fact that it is nearly twice as much as is required by the police department in similar tests of candidates for appointment on the force. Greene's records for pullups is 18 times and for pushups, 16 times, both of which are excellent showings.

Greene weighs only 135 pounds.

WOMEN'S WAGES ARE SMALL

Ohio Officials Support Claim of Organized Labor.

RATES CAUSE STEADY DEFICIT.

Does "American Standard" Mean Nine Cents a Week for Education, Books and Music?

Columbus.—After investigations by the state industrial commission that body declares it costs Ohio working women \$7.94 to live in decency and comfort. The investigation was limited to females over 18 years, native Americans, and "those having the American standard of living." Only women living away from home and earning less than \$12 a week were surveyed.

To maintain the so-called "American standard," these women spend an average of \$7.94 a week, divided as follows:

Food and shelter, \$3.96; clothing, \$1.04; laundry, 12c; car fare, 20c; health, 25c; recreation and amusement, 34c; fruit, soda and candy, 8c; education (books, papers, music, etc.), 9c; church and charity, 11c; stamps and stationery, 5c; association dues, 2c; insurance, 10c; gifts, 31c, and incidentals, 37c.

To reach these conclusions, 26 cases were surveyed in Cincinnati, 37 in Cleveland, 12 in Columbus, and 16 in Toledo. The average income of the women investigated is: Cincinnati, \$8.34; Cleveland, \$8.23; Columbus, \$8, and Toledo, \$7.81.

Living expenses in the four cities run: Cincinnati, \$8.22; Cleveland, \$8.25; Columbus, \$7.99; Toledo, \$7.71. In Cincinnati the woman worker has a weekly surplus of 12 cents over living expenses; in Toledo 10 cents surplus; in Columbus 1 cent deficit, and in Cleveland 2 cents deficit.

NON-UNIONISTS DON'T SLEEP.

Washington.—A writer in one of the local papers makes complaint to the public utilities commission that street car men in the nation's capital do not get sufficient sleep. The complainant says the men employed by one of the companies go to work at 6 a. m. and make two or three trips known as "office" and "school" runs. They are then relieved about 10 or 11 a. m. and return about 3:30 or 4 p. m., working until 12:30 or 1 a. m., and again reporting at 6 a. m.

The commission is asked: "Do you think that a man who is required to work until 1 a. m. is properly rested to rise at 5 a. m. in order to take his car out at 6 a. m. and yet perform his duties in a careful and courteous manner?"

The two street car companies in this city are unorganized, but extra pay is awarded these workers as a holiday present—that is, if receipts reach a certain figure. Last year each worker in one of the companies received about \$20.

All Extra.

"There's some mistake about this bill," said the departing guest. "You told me your rates were five dollars a day."

"So they are," said the genial hotel proprietor, "but that's just for having your name on the register. Rooms and board are extra."

STREET CAR MEN WIN

WAGE INCREASE FIGHT

Worcester, Mass.—Numerous conferences between the Consolidated Street Railway company and representatives of the Amalgamated Street Car Men's union has resulted in wage increases that will total \$75,000 a year. The minimum for first-year men is raised from 25 to 25 cents for the first six months and from 24½ to 26½ cents for the second six months. Second-year men are increased from 26 to 28 cents, third-year men from 27 to 29 cents, and fourth-year men from 28½ to 30½ cents until December 1, 1915, when the rate will be further increased to 31 cents an hour for a nine-hour day.

After nine hours the men will receive single time for the first hour and time and one-half thereafter. Spare men, according to the agreement, are guaranteed an hour's pay when they report for work.

Conductors and motormen on the Springfield division have secured a new schedule for overtime work. Wages for miscellaneous employees has been raised.

CAR MEN SIGN AGREEMENT.

Lexington, Ky.—The Street Car Men's union and the Kentucky Traction and Terminal company have signed an agreement, effective until June 30, 1918. The wage scale is made on the basis of service, and runs from 17 to 21 cents per hour for motormen and conductors on city cars and 20 and 21 cents on interurbans. The company refused to concede the union shop, but it is agreed the unionists have a right to wear their union button at all times.

CLERKS' DISPUTE ENDED.

New Haven, Conn.—All danger of a strike of New York, New Haven & Hartford railway clerks was removed with the settlement of the most important question, involving the right of clerks to appeal from decisions. The new rule provides that all grievances, except those involving competency, may be taken to the general superintendent, who shall appoint a committee, of which he may be a member, to hold a hearing and make final disposition of the matter. The rule is similar to the one now in force between the company and its engineers and firemen.

The clerks are members of the Brotherhood of Railway Clerks, affiliated to the American Federation of Labor. Negotiations have been pending for over two months because of a list of 16 grievances submitted. G. W. W. Hanger, of Washington, appointed mediator by the United States department of labor, assisted in adjusting the dispute.

Borrowed Finery.

The wedding party was moving down the aisle, and as the bride passed a woman friend sitting with her husband whispered: "She's wearing a veil loaned by her grandmother. Isn't it a beauty?" "It certainly is," replied her husband, "but just look at the white waistcoat the bridegroom is wearing. He borrowed that from me."

BELIEVERS IN SIGNS.

As a rule New York people are very bidable. They obey all sorts and kinds of signs implicitly, without inquiring who places them or why they are there, especially during business hours and in business districts.

Two men were discussing this at times admirable trait with differing opinions as they stood just west of Broadway on Forty-second street. One said the people used discrimination in their obedience to signs and the other said they did not.

"Tell you what I'll do," said the latter. "I'll draw a circle in chalk on the sidewalk right here, write inside of it 'Keep out of this circle,' and bet you a dollar that more than 90 per cent of the passers in whose direct path the circle lies will turn out rather than cross it."

The bet was on and the man drew the circle, marking it boldly and clearly. Then they withdrew into a doorway and took up their watch, paper and pencil in hand to check the passersby. The limit had been set for 300 passing both ways and in direct line with the chalked circle. Such a small number on such a busy thoroughfare did not keep them waiting and counting for long, and when the tally had been completed the man who gave New Yorkers credit for being discriminating turned to his companion and said:

"Guess I collect on that. Two hundred and sixty-eight looked at the circle and went out of their way to avoid crossing it, but the rest marched over it as though it were not there. True, some of them did not appear to see it, but others did and gave it not the slightest heed. I win on the specific proposition by a narrow margin, but as a general proposition you're pretty nearly right."

PEROXIDE CLEANSSES BUT CAN- NOT HEAL.

"It would be well for people to understand what peroxide of hydrogen will do and what it will not do," remarked a dentist just after extracting two old roots on which a large abscess had formed. "It is one of the best, if not the very best, antiseptics we have, but it has no healing qualities. Many people imagine that it will heal a sore place in the mouth, yet that is just what it will not do."

"I have just injected peroxide and water into the cavities in the gums from which I extracted those roots. I did that to destroy the pus that had been left behind by the abscess. For that is the use of peroxide. It unites chemically with the pus and kills the germs that make it. But this is all that it does. And if you continue to use it you will retard the healing instead of hastening it. Peroxide, improperly used, has injured almost as many mouths as it has benefited. The sore place in your mouth is clean now and all it needs is something to keep it clean while nature heals it. Peroxide will not do that—in fact it will retard it."

The dentist then prescribed a healing wash. There are many such on the market, but any one having a tooth pulled is foolish to select his own.



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Do you realize how much of your worry arises from uncertainty over money—fear that your income may be cut off, fear that your family may not have food and clothing? We can not guarantee your present income, but we can promise your wife \$1,000 in case of your death, if you will pay us only \$1.60 a month (age 25). For \$3.80 a month (age 25) we can do that and also promise you \$1,000 in twenty years, payable to yourself. If this appeals to you at all, do something! Inquire today of Jewell and Jewell, General Agents for Cincinnati.

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Probably Not.

"I believe a man should be master in his own house," said the newly married man. "There can be only one head in a family, and I mean to be it."

"That's a very good idea," answered his friend, who had been married more years than the other had lived. "A very good idea indeed. Have you spoken to your wife about it?"

Considerate.

"I see you're teaching your wife to play golf. Is she an apt pupil?"

"Oh, she doesn't care for the game at all. I'm merely teaching her the rudiments, so I can discuss the game with her when I come home from the links."

The Minimum Wage.

Adopting the recommendation of the conference, the Washington State industrial welfare commission has fixed \$9 per week as the minimum wage for chambermaids and "other hotel help," while the recommendation for \$11 per week for waitresses was rejected, and another conference will be called soon to further consider the problem. E. W. Olson, chairman of the commission, issued a statement saying conditions for waitresses vary to such a degree that further consideration will have to be given to fixing their compensation. A minimum of \$7.50 a week for all minors, male and female, employed in hotels or restaurants was adopted.

Ambitious.

To inspire his son, the National Guardsman had read aloud the report of the new class at the United States Military Academy going into camp on the banks of the Hudson.

"If you had your choice, son," said the father, "wouldn't you like to go to West Point?"

"If I had my choice, dad," replied the son, "I'd like to be at Montauk Point, Rockaway Point or Point Pleasant just about now."

Whereupon father crumpled his paper, seeing that there was no hope.

THE FIRST STRAW OF SUMMER.

From the St. Louis Post-Dispatch.

It was the first straw of summer—
Made white by the sun;
I looked for another—
There was but one.
The young man who wore it
Was angrily eyed,
But he openly bore it
With obvious pride.

With that sign of summer
The weathercock veered
And the exquisite drummer
Looked hot in his beard.
I thought of my own hat,
A pretty conceit,
And, ah! but the groan that
Went up from the street.

It was the first straw of summer
At eighty degrees,
And he beat us all to it
As slick as you please.
He left us few comforts,
But still there was one—
He was, for a venture,
The weather man's son.

Sea and Sand—Pastel.

The sea is gray where it films the sand
And green where it meets the sky;
It is white as snow where the sailboats
go
And blue where the sun is high.

The sand is silver above the tide
And sparkles in the sun;
It is like dull brass as the waters pass
And gold where the tide has run.

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